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CONTENTS

| INTRODUCTION |
|-----------------------------|
| About the Author3 |
| <i>About</i> GURPS 3 |
| |
| 1. THE HISTORY OF |
| BRITANNICA-6 4 |
| The Divergence |
| The Heirs of George III 4 |
| Charlotte and Leopold 4 |
| Infinite Worlds |
| "Two generations gone – |
| gone in a moment!"5 |
| The Whig Revival |
| THE IMPERIAL MONARCHY6 |
| |
| The Kings of Hanover 6 |
| Craze-Driven Technology7 |
| Very Low Inertia7 |
| British Hegemony8 |
| Other Western Nations9 |
| The World by 188711 |
| An Empire of Competition 11 |
| Stylistic Variations 11 |
| Confused Rivals 12 |
| 2. Geography |
| AND SOCIETY 13 |
| |
| COMMON SOCIAL PATTERNS13 |

| AND SOCIETT15 |
|----------------------------|
| COMMON SOCIAL PATTERNS 13 |
| Class and Wealth13 |
| Race and Nationality 14 |
| How to Be a True Child |
| of Britannia 14 |
| Progress! 15 |
| Crime, Law, and |
| Enforcement 15 |
| Hellfire Clubs 15 |
| THE HEART OF EMPIRE 16 |
| King Leopold III 16 |
| The Aristocratic-Whig |
| Alliance 17 |
| Rivalry and Engineering 17 |
| <i>Radicals</i> 17 |
| Mr. Charles Dickens |
| (161 points) 18 |
| CONTINENTAL EUROPE 19 |
| France 19 |
| |

| Germany | 19 |
|----------------------|----|
| Austria | |
| Russia | |
| The Mediterranean | |
| and Middle East | 20 |
| THE AMERICAS | 20 |
| Canada | |
| The New England | |
| Confederacy | 20 |
| The United States | 21 |
| Mexico | 21 |
| The Free Port of | |
| San Francisco | 21 |
| Central and | |
| South America | 22 |
| Asia | 22 |
| India | 22 |
| China | |
| Japan | 23 |
| Asian Adventures | 23 |
| Africa | 24 |
| The Cape | 24 |
| Australia | 25 |
| Britannica-6, 1887 | 26 |
| 3. Outworld | |
| OPERATIONS | 26 |
| INFINITY AND FRIENDS | 27 |
| White Star | 27 |
| Time Tours, Ltd | |
| Abraham Jacobov | |
| (156 points) | 29 |
| CENTRUM | 30 |
| THE CABAL | |
| OTHERS | |
| 4. CHARACTERS | 33 |
| THE WORLD CONDITIONS | |
| Tech Level | |
| | |

Cultural Familiarity 33 Social Status 34 Clothing Styles 34 Control Ratings.....35

| Userui Auvantages | |
|-----------------------------|-----------|
| and Skills | 36 |
| Dangerous Problems | 36 |
| ISWAT Recruitment | 36 |
| NATIVES OF BRITANNICA-6 | 37 |
| Sir Adrian Carter-Sandlebur | |
| (150 points) | |
| Wealth Levels | 20 |
| Advantages and Perks | |
| | |
| Disadvantages and Quirks. | |
| Skills | 40 |
| Magic and Psionics | 40 |
| 5. TECHNOLOGY | 41 |
| WEAPONS AND ARMOR | |
| Guns | |
| Melee Weapons | -τ∠ ΛΛ |
| Armor | |
| | |
| AUTOMATION | |
| Power Sources | |
| Roads | |
| TRANSPORT | 46 |
| Vehicle-Design Rule | |
| Considerations | 46 |
| Motor-Carriage | |
| Terminology | 46 |
| Motor-Carriages | 47 |
| Typical Land Vehicles | 47 |
| Air Travel | |
| The Electrical Terror | 48 |
| Sample Aerostats | |
| Rail Travel | 50 |
| Water Travel | 50 |
| Britannica-6 Battleships | |
| Other Transport | 51 |
| The Ice Dreadnought | 51 |
| COMMUNICATIONS | |
| Radio-Telegraphy Towers . | |
| Primitive Radar | |
| | |
| MEDICINE. | 53 |
| Pharmacology | 55 |
| Surgery | 53 |
| Effective TL | |
| OTHER TECHNOLOGIES | 53 |
| | |

Useful Advantages

| 6. ADVENTURES ON | |
|---|------------|
| BRITANNICA-6 | . 54 |
| INFINITY MISSIONS | . 54 |
| The General Position | . 54 |
| Justice Division | . 54 |
| Morale Division | . 55 |
| Nexus Oversight | . 55 |
| Security Division Communications Division. | . 55 |
| Communications Division. | . 55 |
| Contact Division | . 56 |
| Intelligence Division | . 56 |
| Search and Rescue | . 56 |
| Technical Analysis | . 56 |
| ISWAT | . 56 |
| SAMPLE MISSION: THE | |
| DECORATIONS ON THE | |
| CHANNEL BRIDGE | . 57 |
| Muster, Briefing, and | |
| Equipment | . 57 |
| Jacobov's Warehouse | . 58 |
| The Journey to Dover | . 58 |
| Running the Scenario With | |
| Local PCs | . 58 |
| The Great | = |
| Construction Site | . 55 |
| The Local Investigation | |
| Identifying the Problem | . 6l 27 |
| Resolution and Departure. <i>Mr. Owen Costikyan</i> | . 02 |
| (282 points) | 67 |
| | . 02 |
| LOCAL ADVENTURERS AND | |
| INFORMAL VISITORS | . 64 |
| International Intrigue | . 64 |
| Imperial Exploration | |
| Gone for a Soldier | . 65 |
| Heroic Engineering | . 65 |
| Lyme Regis Vice | |
| A Life of Crime | |
| Political Activism The Aristocratic Lifestyle. | . 00 |
| Pland Comme | . 01 |
| Blood Games | . 67 |
| BIBLIOGRAPHY | . 68 |
| INDEX | . 69 |
| | |

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CONTENTS

INTRODUCTION

This book is about *Britannica-6*, a world arising from an alternate history, diverging from our own early in the 19th century – and about running *GURPS* games there. It relates to the setting described in Book 2 of the *GURPS Basic Set* and in *GURPS Infinite Worlds*, but it can also be used as a standalone campaign location.

In fact, Britannica-6 receives a one-paragraph discussion on p. 116 of *Infinite Worlds*, and many thanks are due to Ken Hite, author of that book, for the idea. I developed it for use in a convention game, with the aid of the discussion boards associated with Steve Jackson Games' *Pyramid* magazine. Thanks are owed to everyone who contributed to that dialogue.

A Note on the Name

GURPS Infinite Worlds mentions seven "Britannica" timelines, and any campaign can see more discovered. However, Britannica-6 is the only one discussed in this book, so the name is sometimes shortened to "Britannica" for convenience.

Concept and Mood

As described in this publication, Britannica-6 should come across as a colorful, eccentric sort of world, with significantly divergent technology and enough intrigue (mostly between the rather loopy monarchs, aristocrats, and politicians of the local British Empire) to fuel any number of plots. That's not to say it's a comedy setting (although the "Ruritanian steam-tech" style can certainly support some comedy). The world's politics can turn all-too-literally cutthroat at times, and the local obsession with progress for its own sake, and unqualified belief in human perfectibility, sometimes lead to tragedy.

Britannica-6 is also a TL(5+2) "steampunk" setting of sorts. The technology isn't as divergent as some timelines that have advanced onto a steam-tech path – the local laws of nature don't seem to support anything *too* bizarre – but it's *used* with excessive enthusiasm. (Some variety is possible in this according to the type of game desired; see *Stylistic Variations*, p. 11.) It's developing particularly rapidly in specific areas, such as pharmacology and transport, with some striking breakthroughs, and the local rulers have adopted it as a tool for their rivalries and power games.

Significantly, this *isn't* a "Victorian" world, although the current date is 1887 and the British Empire is at full strength. It diverged before Queen Victoria had a chance to be born, so she never existed and the local culture is derived from the older "Regency" pattern, with little of the Victorian reaction into bourgeois respectability. Visitors who expect straight-laced Victorian culture are in for a surprise.

ABOUT THE AUTHOR

Longtime RPG writer Phil Masters has written or contributed to a number of *GURPS* books, including *GURPS Castle Falkenstein*, *GURPS Who's Who 1 & 2*, *GURPS Places of Mystery*, and *GURPS Banestorm*. His last e23 project was *Transhuman Space: Changing Times*. The version of Britain where he lives doesn't rule the world.

About GURPS

Steve Jackson Games is committed to full support of *GURPS* players. Our address is SJ Games, P.O. Box 18957, Austin, TX 78760. Please include a self-addressed, stamped envelope (SASE) any time you write us! We can also be reached by e-mail: **info@sjgames.com**. Resources include:

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Internet. Visit us on the World Wide Web at **www.sjgames.com** for errata, updates, Q&A, and much more. To discuss *GURPS* with SJ Games staff and fellow gamers, come to our forums at **forums.sjgames.com**. The *GURPS Infinite Worlds: Britannica-6* web page is **www.sjgames.com/gurps/books/britannica-6**.

Bibliographies. Many of our books have extensive bibliographies, and we're putting them online – with links to let you buy the books that interest you! Go to the book's web page and look for the "Bibliography" link.

Rules and statistics in this book are specifically for the *GURPS Basic Set*, *Fourth Edition*. Page references that begin with B refer to that book, not this one.

Mr. Charles Dickens (161 points)

Somewhere in the files on Britannica-6 compiled by the Infinity Patrol and White Star, one harassed historian mentions that the noted British writer Charles Dickens, who was born in 1812 before the divergence point, not only achieved success in his chosen profession, but – unlike in Homeline's history – is still alive in 1887. However, he didn't choose to become a novelist. The odd thing is that no one from Homeline has taken any serious interest in this subject yet; White Star didn't find any alternative Dickens novels in the shops or libraries, but didn't investigate why not.

The fact is at some point in his early teens, Dickens took a different path. His imagination was evidently caught by the widespread new enthusiasm for science and especially technology, so when he became a journalist, technology was where his interests continued to focus. Over time, he earned a name as a specialist in the field, and eventually founded a highly successful magazine, the British Engineering Review, that has occupied him ever since. He wrote a few short stories, most concerning heroic engineers, but never found much money in it; tracking down a full set of these would be a moderately lengthy task.

Being 75, Dickens might have retired long ago, and he could afford to, but he doesn't want to do so. He *enjoys* his work and remains the proprietor and honorary editor-inchief of the *Review*, with a piece in every monthly issue. He's a respected figure in the engineering world, and is treated as an impartial arbitrator in disputes between leading professionals. (Many company owners are aware that his sympathies verge on the radical, but acknowledge his honesty, fairness, and technical expertise.) He's also spry and energetic for his age; the health problems that killed him much younger on Homeline seem to have passed him by here.

Dickens would be an interesting and useful contact for visitors from Homeline, with added amusement value – and his autograph would be worth a bit back home, too. He's sharp and imaginative, though, so visitors with the Secret to protect should be careful around him. Tracking down his complete literary works, or even just creating an anthology of his technological writings, could be a modestly profitable exercise for White Star staff or freelancers; if he heard that anyone was doing such a thing, Dickens would be flattered but puzzled as to why they'd bother.

ST 8 [-20]; **DX** 10 [0]; **IQ** 14 [80]; **HT** 9 [-10]. Damage 1d-3/1d-2; BL 13 lbs; HP 8 [0]; Will 12 [-10]; Per 13 [-5]; FP 9 [0].

Basic Speed 4.75 [0]; Basic Move 4 [0]; Dodge 7.

Social Background

TL: 5+2 [0]

CF: Britannica-6 Western [0]. *Languages*: Britannica-6 English (Native) [0]; Britannica-6 French (Broken/Literate) [3]; Britannica-6 German (Accented) [4].

Advantages

Contact Group (London consulting engineers; business skills, level-15; 15 or less; usually reliable) [60]; Reputation +3 (Respected expert commentator, in the engineering profession, all the time) [7]; Social Regard 1 (Venerated, as a respectable older man) [5]; Status +1 (free from Wealth) [0]; Wealth (Wealthy) [20].

Disadvantages

Bad Sight (Nearsighted, Mitigator: Glasses, -60%) [-10]; Curious (15) [-2]; Pacifism (Reluctant Killer) [-5].

Quirks: Code of Honor ("Gentlemanly"); Low-frequency hearing loss (-1 or -2 penalties at the GM's option); Moderate but serious radical sympathies – believes in equal treatment for all, workers' rights, etc. [-3]

Skills

Accounting-12 (IQ-2) [1]; Airshipman/TL(5+2)-14 (IQ) [1]; Area Knowledge (Britain)-14 (IQ) [1]; Area Knowledge (London)-14 (IQ) [1]; Area Knowledge (Manchester)-14 (IQ) [1]; Boating/TL(5+1) (Motorboat)-10* (DX-1) [1]; Current Affairs/TL(5+2) (Science & Technology)-18 (IQ+4) [12]; Detect Lies-11 (Per-2) [1]; Driving/TL(5+2) (Automobile)-12* (DX+1) [3]; Expert Skill (Scientific Theorizing)-12 (IQ-2) [1]; Literature-12 (IQ-2) [1]; Mechanic/TL(5+1) (Automobile)-13 (IQ-1) [1]; Photography/TL(5+1)-13 [1]; Professional Skill (Journalist)-17 (IQ+3) [12]; Savoir-Faire (High Society)-14 (IQ) [1]; Writing-16 (IQ+2) [8].

*Bought up from IQ-based default.

Note: Dickens' Expert Skill gives him a broad knowledge of the jargon and common themes of research in the sciences, but no significant laboratory experience; he can follow scientists' conversation, but not join in.

Geography and Society

CHAPTER THREE OUTWORLD OPERATIONS

"So, Agent Walsh – I assume that you are here to investigate the message I dispatched yesterday."

Walsh sipped his local Turkish coffee, fidgeted with the stiff, synthetic-fabric collar of the weird jacket he'd been issued, and nodded. "You know this timeline as well as anybody, Mr. Jacobov, so if you think that something's up, we'll take a look."

The White Star man smiled. "I'm flattered. But I think you may understand what caught my attention well enough." He slid open the brass-and-oak cover on a local-style office desk and extracted some kind of newspaper. "I got hold of this yesterday morning – I'm afraid it's a couple of days older than that, but it's not the sort of thing anybody bothers bringing to London on a fast coach. Boring parochial stuff mostly, but do look at page five."

Walsh took the paper from him, and glanced first at its name – **The Wessex Intelligencer** – and then at the indicated page, which was partly occupied by a picture – some kind of motoryacht race...

Then he almost spilled his coffee, and Jacobov smiled again. "I see that you recognize the gentleman. I, too, keep abreast of Patrol suspect alerts."

"It could just be a chance resemblance."

"It **could**." Jacobov extracted a notebook from his own pocket. "However, I thought it best to make some enquiries, and fortunately I'm well placed to do so, sometimes. It seems that Mr. Thorne has led a most interesting life these last couple of months – which is curious, because nobody had heard of him at all before that."

Walsh groaned and put his cup down carefully. "Okay," he said, "tell me the worst."

Infinity only discovered Britannica-6 relatively recently, and so far as they can tell they're the first out-time faction to find it. However, the fact they've done so makes it likely others will follow – and there are many good reasons why other factions should want to set up operations here.

Britannica-6, 1887

(Following the reference format used in *GURPS Infinite Worlds*.)

Current Affairs

The princes and aristocrats of a Regency-flavored British Empire amuse themselves with runaway technology, while politicians engage in high-minded gestures and rival nations seek to match the inspired pointlessness of the great British projects – or contemplate alternative routes to power.

Divergence Point

1817; Princess Charlotte survives childbirth and goes on to found a profuse and hyperactive Hanover-Saxe-Coburg dynasty.

Major Civilizations

Western (empire with rivals), Orthodox (empire with satellite states), Islamic (empire with rivals), Chinese (empire).

Great Powers

British Empire (oligarchy with democratic elements, CR2 for upper classes, CR3 for everyone else), French Empire (oligarchy, CR3), Prussia (dictatorship, CR5), Russia (dictatorship, CR5), China (dictatorship, CR5), New England Confederacy (representative democracy with corporate state tendencies, CR2), United States (representative democracy with oligarchic tendencies, CR2 for whites, CR5 for non-whites).

Worldline Data

TL: 5+2 (for war machines and aristocrats' toys; large areas are still at 5, even in advanced nations)

Mana Level: none (may be small areas of low) Quantum: 6 Infinity Class: R6 Centrum Zone: Orange

OUTWORLD OPERATIONS

The Electrical Terror

Prince Basil of Aberdeen is respected among the Bloods, but he is not liked. Even in that elevated community, he is thought proud – too proud to show due respect for his rivals, it seems, let alone for his inferiors. And his love of competition seemingly has an edge of cruelty for the joy of cruelty.

However, he is prepared to pay the financial cost for his pleasures, and his gladness lies in matters befitting a Prince of the Blood: victory and progress. His love of all that is modern is greater than most. For one thing, electricity, he holds, is the light of the future. He has explained this on occasion when he thought he had found willing listeners, but they never seemed to him quite willing enough – so he has abandoned mere verbal description. He is going to make a demonstration, and the way to validate his beliefs most forcefully is through *terror*...

Prince Basil's masterpiece uses a diesel engine as its power source, which drives a generator that in turn powers a complex, electro-mechanical, six-legged drivetrain; the even-more-complex control systems that enable this to work; a pair of electrified pincer arms; and accessories like high-power searchlights. The result is impressive to see, and dangerous at close range.

The exact nature, or rather the *scale*, of the Electrical Terror, should be determined by the style of the campaign

or approach to the setting (see p. 11). In a "realistic" world, it should be highly experimental, and only the size of a small truck – though Basil may have several such vehicles as the kernel of a small, high-tech private army. In a "Vernean" game, it's bigger – the size of a small build-ing – and capable of engaging a lesser army single-handedly, though artillery could doubtless bring it down swiftly if the operator became careless. And in a "cinematic" treatment, it's the size of a palace or small town, appropriately hard to damage (except perhaps by internal sabotage), and likely to be used in some mad scheme of national conquest.

Any version can be used as the central feature of a scenario or a whole campaign, for I-Cops or local adventurers. Prince Basil may not be insane enough to try to conquer the Empire, some part of it, or another nation – but he'll certainly be quite mad with somebody who crosses him, and start using the machine for something more than merely amplifying his charisma. He's also monstrously elitist, even for a Blood, and paranoid about the "lower orders"; if he feels threatened by some Radical demonstration or a strike (Luddite-inspired, he's sure) at a factory he owns, the Terror may stride forth to remind the plebeians of their rightful place.

One odd holdover from the days of steam power are servants known as stokers. No gentleman would dream of venturing out for a long trip without his stoker in the seat beside him - even though he's using a diesel engine that requires no stoking! These folks are in fact employed as mechanics to keep these unreliable vehicles running, hopefully as fast as possible. A good stoker is also a competent driver, able to take the wheel if his boss wants to rest or hang out the window throwing wine bottles at passersby, though no self-respecting gentry would ever admit needing such support (except perhaps to drive lady guests home after a good dinner while he's enjoying a bottle of port). He's also a robust fellow, able to deal with ruffians and outraged pedestrians and to push the vehicle out of ditches from time to time. Sensible gentlemen appreciate a good stoker's skills and discretion, and may become almost friendly, tolerating the archetypal stoker's slightly rough ways and lowerclass lack of social graces.

Lastly, the local taste in paintwork tends to the flamboyant, to put it mildly. A favorite design involves painting a mythological creature along the whole side of the vehicle; gryphons are popular for some reason, but dragons (European or Chinese in style), unicorns, stylized tigers, and almost anything else that looks good can be encountered on the road. Vehicles from the factory may have such paintings already in place, but wealthier owners like to commission something unique and personalized from an artist.

AIR TRAVEL

Aeronautical technology has advanced rapidly in the 19th century on Britannica-6, albeit bumping up against limits of materials technology, aerodynamic theory, available funding, and inventor mortality. Even on Homeline, early tests often killed the experimenters; here, with even more exuberant attitudes, the casualty rate among promising inventors has been truly appalling. Perhaps the only thing that's enabled matters to progress as fast as they have is that many wealthy folks have employed assorted coachmen and other hirelings as test pilots rather than taking the risks themselves. Of course, they've had to pay them well.

In any event, manned aviation still largely involves lighterthan-air vehicles. With compact, powerful engines available, these have developed from Georgian-era balloons to something more controllable (if still at the mercy of bad weather). Experiments in heavier-than-air flight continue, but in the absence of some necessary breakthroughs it remains a niche technology.

Aerostats

The standard manned aircraft on this timeline is a small airship – known locally as an *aerostat*. This has a flimsy metal frame with a fabric skin surrounding a number of gasbags filled with hydrogen, and high-power diesel engines driving its propellers. (Helium is known, and some engineers have experimented with it – but then discarded it. After all, it's not only expensive, it provides less lift than hydrogen, and that's all that matters.) The smallest are single-engined single-seaters, but most have reasonable, enclosed cabins for a small crew and several passengers. Some see commercial use, but mostly for high-price passenger services; carrying cargo isn't a viable option in most places.

INDEX

Ada's College, 8. Adams, John Quincy, 6, 10. Addiction disadvantage, 39. Advantages, 36, 39. Adventures, 23, 64-67: aristocratic, 67: Asian, 23; Blood, 67; crime, 65, 66; engineering, 65; exploration, 64; intrigue, 64; local, 64-67; military, 65; *political*, 66; *sample*, 57-64; tourist. 64. Aerostats, 8, 48-49. Africa. 24. Air transport, 48-50. Alcoholism disadvantage, 39. Allies advantage, 39. Aluminum, 8, 25, 46. Americas, 20-22. Anesthesia, 53. Armor, 44. Art, 27. Asia, 22-23. Augustus of Hanover-Saxe-Coburg, 24. Australia, 25, 32, 35. Austria, 9, 12, 16, 19. Automation, 45. Aviation, 8. Babbage engines, 45. Babbage, Charles, 7. Battleships, 50. Bavaria, 9. Belgium, 8. Bibliography, 68. Biological warfare, 47. Bismarck, Otto von, 9, 19. Bloods, 6, 8, 12, 13, 15, 17, 34, 37, 39, 67. Boers, 24. Bow Street Runners, 16, 39, 65. Brazil, 22. Britannica-2, 30. British India, 6. Bully disadvantage, 39. Byron, Ada, 8. Cabal, 31; see also Mission (Sample). Canada, 10, 20, 35, 51. Canals, 51. Cape Town, 24. Caroline of Brunswick, 4-5. Carts, 46. Carter-Sandlebury, Sir Adrian, 38. Central America, 22.

Centrum, 7, 19, 27, 30-31, 54-55. Chaises, 46-47. Charles X, 9. Charlotte, 4-6; Queen of England, 6. Chauvinism. 14. Chemical warfare, 47. Chemistry, 8, 53. China, 22-23, 32. Christianity, 14. Class, 6, 13; middle management, 6. Clothing styles, 27, 34. Coaches. 46. Code of Honor disadvantage, 39-40; Plunger's, 40. Cookia, 25. Communications, 52. Communications Division, 55. Competition, 11, 14. Compulsive Behavior disadvantage, 39. Contact Division, 56. Control Rating, 35. Costikyan, Owen, 62-63. Crime, 15-16, 32, 39; adventures, 65, 66. Cultural artifacts, 27-28. Cultural Familiarity advantage, 33. Current affairs, 11-12, 26. Darwin, Charles, 7. Dickens, Charles, 18. Diesel engines, 8, 45. Disadvantages, 36, 39. Divergences, missing historical elements, 4-5, 26; 5-6, 22-24, 47; Great

Trek, 24; Indian Mutiny, 6; Monroe Doctrine, 6; NBC warfare, 47; Opium Wars, 22; Queen Victoria, 5; Taiping Rebellion, 23. Drugs, 22-23, 28, 32, 53. Duty disadvantage, 39. Earthshaker. 51. East India Company, 6-7, 22, 24. Electrical Terror, 48. Electricity, 53. Engineers, 37. Ernest Augustus I, 6. Europe, 19. Exile. 12. Explorers, 37. Faraday, Michael, 7, 52. Faradayan waves, 52. Fashion, 27, 34. Feminism, 14. Flight, 8. France, 9, 12, 19-20. Free Hinterland movement, 25. Fuel, 8, 47. Gadgets, 28. Gadgeteer advantage. 39. Gambling, 8, 11-12, 14, 32, 67; game mechanics, 67. Genre, 11. George III, 4. George IV, 4-5. George, Duke of Kent, 16. Germany, 19; see also Prussia. Gliders, 8, 49-50; gliding shell, 49-50. Gold, 21.



Great Trek, 24. Greece, 10. Ground transport, 47-48, 50. Guns, 42-44. Hanover, 6, 19. Hellfire Clubs, 15. Hong Kong, 23. Honor, 14, 39-40. I-Cops, 56. Ice Dreadnought, 51. India, 6, 22. Indian Mutiny, 6. Indians, 14. Inertia, very low historical, 7. Infinity, 4, 7-8, 11-12, 19, 25-30, 32, 36, 42; adventures, 54-64; divisions, 54-56; recruiting natives and, 36. Intelligence Division. 56. Internal combustion, 8, 45. Ireland. 8. ISWAT, 36, 56. Italy, 9. Jackson, Andrew, 10. Jacobov, Abraham, 28-29. Jansz City, 25. Japan, 23. Justice Division, 54-55. Kelly Movement, 25. Kelly, Edward, 25, 32. Landaus, 46-47. Law enforcement, 15-16, 39, 65. Legal Enforcement Powers advantage, 39. Legality Class, 35. Leopold III, 16. Leopold of Saxe-Coburg, 4-7, 9; *Prince Consort of England*, 6. Louis-Charles, 9. Louis-Philippe, 9. Macau, 23. Magic, 26, 31, 40. Manchu Qing dynasty, 23. Manners, 14. Marx, Karl, 7. Medicine, 5, 7, 24, 28, 53. Mediterranean, 20. Mexico, 21. Middle East, 20. Middle-management class, 6. Military rockets, 46. Mission, sample, 57-64. Missions, 23, 54-67; Asian, 23; Infinity, 54-64; see also Adventures. Monarchy, 6. Monroe Doctrine, 6. Morale Division, 55. Morality, 11.

Motor-carriages, 47-48. Motor-chaises, 46-47. Motor-gigs, 46-47. Nationality, 14. Natives, 37-40. NBC warfare, 47. Ndebele, 24. New England, 10, 12, 20-21, 23, 34-35. New Holland, 25. New South Wales, 25. Nexus Oversight, 55. Nobles, 37. Oil engines, 8, 45. Opium Wars, 22. Outworlders, 26-32, 36. Parachronic inertia, 7. Patrons advantage, 39. Pedro IV, 22. Perks, 39. Phaetons, 46-47. Pharmacology, 53. Philosophers, 37, 40. Phonographic recording, 53. Photography, 53. Poland, 9. Port George, 25. Portugal, 6. Postal service, 52. Power sources, 45. Prejudices, 13-14, 35. Prussia, 9, 12, 19, 23, 27, 31-32, 35, 50-51. Psionics, 40. Oueen Victoria, 5. Quirks, 39. Race, 14. Radar, 52. Radicals, 13-15, 17, 37, 66. Radio-telegraph, 52. Rail transport, 50. Ranged weapons table, 43. Realism, 11. Reforms, social and political, 5. Reich-5, 32. Religion, 5, 14. Revolutions, 6. Roads, 8, 17, 45. Royal agents, 37. Russia, 9-10, 19, 35. San Francisco, 21. Sea travel, 50-51. Search and Rescue, 56. Secession, United States, 10. Security Division, 55. Selfish disadvantage, 39.

Servants, 37. Sexism, 14. Signature Gear advantage, 39. Skills, 36, 40. Slavery, 15. Social Disease disadvantage, 39. Social Stigma disadvantage, 35. Soldiers, 38. South Africa, 24. South America, 12, 22. Spain, 6, 12. Sportsmen, 38-39. Status, 34-35. Stokers, 37, 48. Submarines, 50-51. Surgery, 53. Swagmen, 25, 32, 54. Sydney, 25. Synthetic fabric, 34. Taiping Rebellion, 23. Tech Level, 26, 33, 53. Technical Analysis, 56. Technology, 7, 41-53; development, 7. Telegraph, 52. Terminology, vehicular, 46. Thief-takers, 39. Thuggee, 22. Time Tours, 28, 30. Tolstoy, Leo, 7. Tories, 17. Torpedoes, 47. Trains, 50. Transport, 46-51; air, 48-50; ground, 47-48, 50; rail, 50; water, 50-51; unusual, 51. Triads, 22-23, 32. Turkey, 10. United States, 6, 12, 20-21, 27, 34-35. Vehicles, 46-51; design rules, 46; weapons, 46; see also Transport. War-barouches, 46-47. War-gigs, 46-47. Water transport, 50-51. Wealth, 13, 39. Weapons, 28, 42-44, 46-47; melee, 44; ranged table, 43. Whigs, 5-6, 10-11, 13, 17, 20; revival, 5; Tories and, 5. White Star, 27-29, 53, 56; *adventures*, 64. William of Hanover, 6. World conditions, 33-35. World War I possibility, 27. Worldline data, 26. Yankee tinkerer, 10. Zulus, 24.

INDEX

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